LONG-TERM NEEDS

OVERVIEW OF LONG-TERM NEEDS

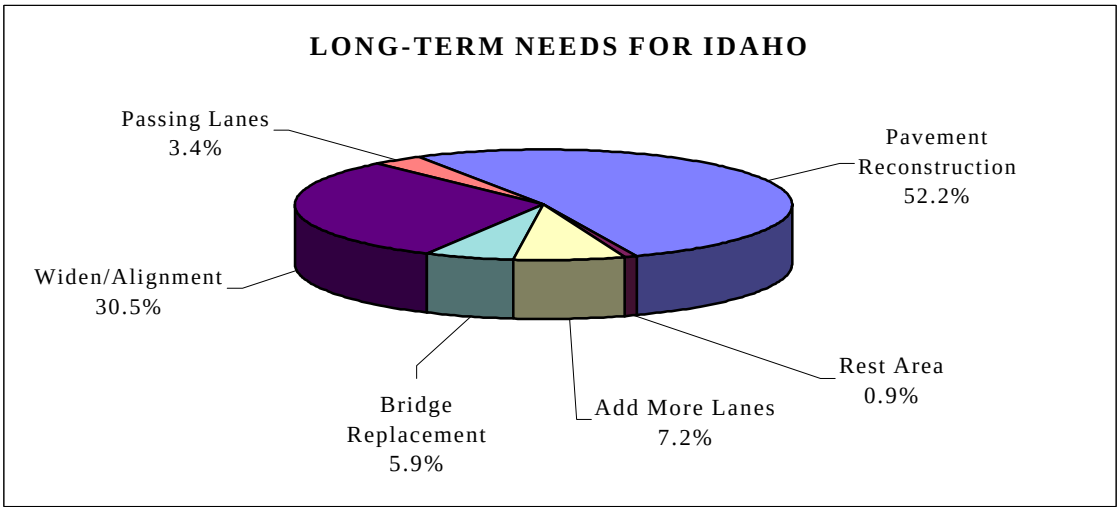
During the next twenty years, there will be vast changes affecting transportation in Idaho and the nation. The primary change that will have an impact on the state highway system is the projected increase in traffic. Idaho's population is projected by Idaho Power to grow at an annual average rate of 1.65%, reaching a level of 1,502,000 in the year 2015. Idaho's population growth rate is nearly twice as high as that of the nation, which is expected to grow at an annual rate of 0.87%. The high Idaho population growth rate is partially attributable to a higher-than-average rate of population in-migration. This is, in turn, due to the relatively higher level of economic growth within the state.

This population growth can be expected to place ever-greater demands on the state highway system. These demands will primarily be evident in increased congestion. Mitigating the congestion will require increasing the capacity of the system through such projects as widening existing roadways, constructing passing lanes, and building new roadway alignments. Chapter VII discusses other strategies to reduce congestion. The 20-year projected traffic volumes for state highways are shown on the map on page 52.

Long-term needs for Idaho's highways, through the year 2017, total $3.2 billion. The long-term needs that have been identified consist of the following types of work:

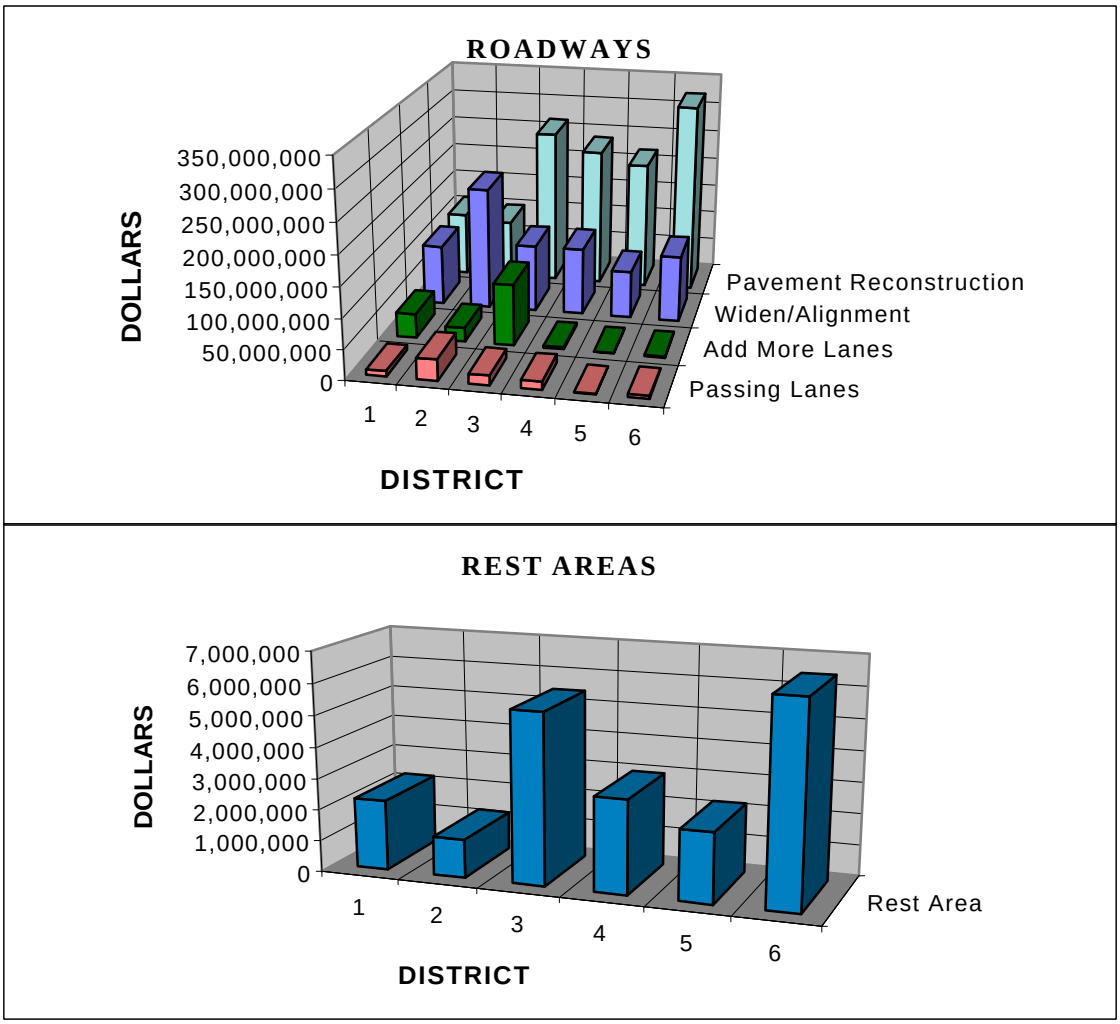
- Roadway alignment and widening
- Capacity improvements and congestion mitigation
- New rest areas
- Pavement reconstruction and rehabilitation
- Bridge replacement
- Routine maintenance

The long-term needs were identified using the following sources: the Highway Performance Monitoring System – Analytical Package, bridges with sufficiency ratings less than 70 and greater than 50, proposed rest areas as approved by the Idaho Transportation Department Board, and capacity improvements identified by ITD's congestion management system. These long-term needs, which have been mapped for each district, can be found on pages 46 through 51. These maps do not show the locations for routine maintenance and minor pavement rehabilitation needs. Therefore, the needs that have been mapped total $2.4 billion. Routine maintenance and minor pavement rehabilitation needs are $804 million, bringing the total statewide long-term needs to $3.2 billion.The graph below shows the statewide percentage of long-term needs for each improvement category mapped. This graph, which has been broken down for each of the six districts, can be found on pages 55 and 56.



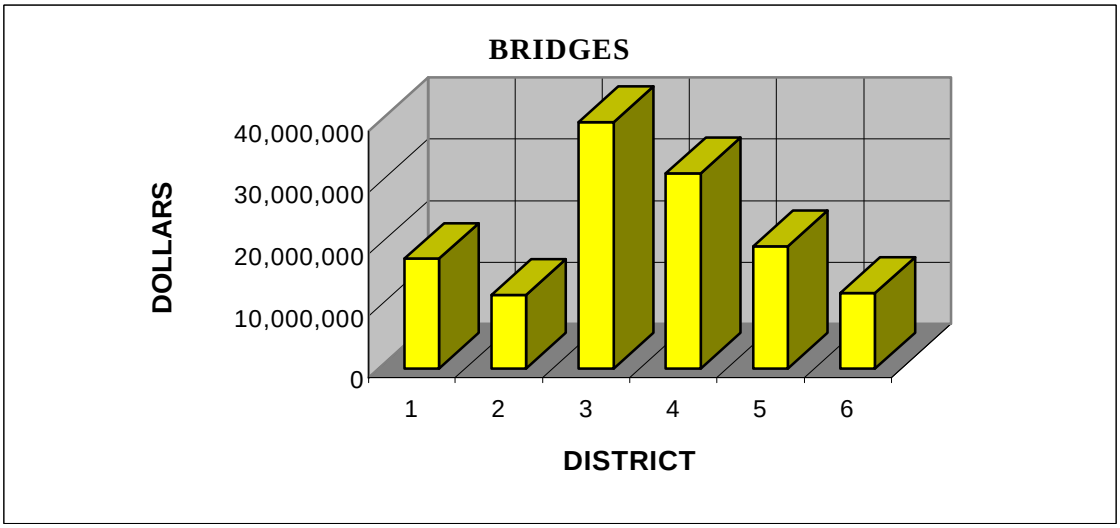
Roadways

The next two graphs show the future dollar amount required for roadway related projects. This information is broken out by district, and corresponds to the categories on the long-term needs maps.



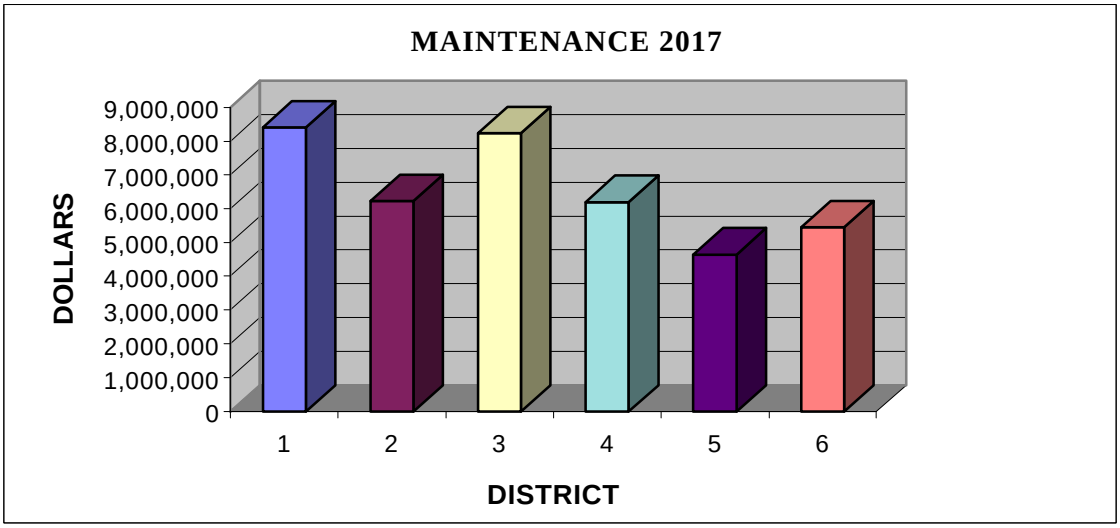
Bridges

Bridges that will likely become deficient in the next 20 years, have been identified using sufficiency ratings. The costs in the graph below show the estimated dollar amount for each district to replace all bridges which currently have a sufficiency rating less than 70 and greater than 50. For a brief discussion on bridge sufficiency ratings, see page 29, Critical Bridge Locations.



Maintenance

The amount that the State of Idaho will spend on routine maintenance in the year 2017 is estimated to be approximately $ 40 million. This dollar figure was obtained by adding 3% per year, for inflation, to the state's 1997 maintenance budget. The estimated dollar amount that each district will spend on maintenance in the year 2017 is shown below.



OVERVIEW OF MAPS

Projected Average Daily Traffic Flow

The map on page 52 shows the estimated Average Daily Traffic (ADT) for the year 2017 for all state highways. The traffic volumes are projected using a trend analysis. This analysis calculates a future growth factor for traffic volumes based on the actual growth that occurred for a previous 20-year period.

Future Rest Areas

As traffic volumes grow over the next 20 years, the number of rest areas and their locations and the services that each provides must be periodically evaluated. This evaluation will help assure that the needs of the traveling public will continue to be met. The result of this evaluation is the Rest Area Planning Map that is submitted annually to the Idaho Transportation Board for review and approval. This map, which was most recently approved on 1-21-97, shows the anticipated need for 25 new rest areas and the potential closure of 8 existing rest areas over the next 20 years. The locations of these rest areas are shown on the Future Rest Area Map on page 53.

Roadway Congestion

The potential growth in congested roadways during the next 20 years due to inadequate capacity and insufficient passing lanes is shown on the map on page 54. The congested locations on this map are based on the 20-year projected traffic volumes shown on the map on page 52. The locations shown assume that no additional lanes to relieve congestion are constructed within the 20-year period. This scenario is unlikely to occur, as the Transportation Department does make an effort to program passing lane and capacity improvement projects for construction as funds are available. However, it is likely that future funding will continue to be limited, and that congestion on Idaho's highways will continue to increase.